

INFORMATION REPORT

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SUBJECT Information on Various Soviet Fuel Depots NO. OF PAGES 7

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ACQUIRED

NO. OF ENCLS. [redacted] 25X1
(LISTED BELOW)

DATE OF INFO. [redacted] SUPPLEMENT TO 25X1
REPORT NO.

[redacted]

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Aken Fuel Depot.

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1. [redacted] 50 soldiers worked at the fuel depot in Aken. The soldiers wore blue epauletts. The seven containers available at the installation had a total storage capacity of about 15,000 cubic meters. During the period under review, fuel arrived exclusively by rail from Leuna, Boehlen and the U.S.S.R. Incoming fuel shipments included:

26 June, 5 railroad tank cars filled with gasoline;

27 June, 5 " "

27 June, 14 " "

28 June, 17 " "

30 June, 3 " " from Valtin

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1 July, 4 railroad tank carloads of solvents [redacted]

3 July, 10 railroad tank carloads of Diesel oil

7 July, 12 railroad tank carloads of gasoline dispatched from Falkenberg [redacted]

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13 July, 3 railroad tank carloads of gasoline from Leuna

Outgoing fuel shipments included:

11 July, 11 tank carloads dispatched to an unknown consignee

15 July, 12 tank carloads dispatched to [redacted] Zerbst

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16 July, 3 tank carloads dispatched to an undetermined unit in

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CLASSIFICATION		SECRET		[redacted]	
STATE	NAVY	NSA	DISTR		
ARMY	AIR	FBI			

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 the fuel depot in Aken generally served units located in Bernburg,
 Dessau, Zerbst, Friedrichshain and Koethen. [REDACTED]

25X1 [REDACTED] The depot
 was observed only on the days mentioned above. (2)

Biesenthal Fuel Depot.

2. The Biesenthal fuel depot continued to be enlarged in June. In mid-June, source observed a total of 15 containers with a storage capacity of about 10 cubic meters each in addition to three or four containers with a capacity of 15 cubic meters each. Underground bunkers with wooden roofs and suitable for the quartering of personnel or for storage of materials were also observed. No construction work was noticed in the first half of July. On 10 July, [REDACTED] two railroad tank cars with a capacity of about 18 cubic meters each on the siding of the installation. [REDACTED]

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25X1 3. In early June, [REDACTED] the unloading of 12 railroad tank cars at the installation. On 9 June, six railroad tank cars were being unloaded into four containers in the area in front of the fuel depot. (3)

Schleife Fuel Depot.

25X1 4. [REDACTED] the fuel depot in Schleife was filled to capacity. The fuel tanks of the depot were sealed. (4)

Eberswalde-Eisenspalterei Fuel Depot.

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Fuel Depot at Radebeul near Dresden.

6. Fuel containers observed from a point outside the fuel depot in Radebeul near Dresden included:

One large container in the western portion of the installation with a capacity of 200 cubic meters:

720 fuel drums each with a capacity of 200 liters stored in an open shed in the middle section of the depot, total capacity: 144 cubic meters:

Two containers with a capacity of four cubic meters each in the northwestern portion of the depot, total capacity: 8 cubic meters:

Three new containers with a capacity of 4 cubic meters each between the open shed and the fire pond, total capacity: 12 cubic meters.

No underground fuel storage facilities were noticed. The utilization of a large, permanent warehouse could not be determined. [redacted] fuel drums could be stored there. (5)

Strassgraebchen-Bernsdorf Fuel Depot.

7. On 30 May, [redacted] all the fuel containers available at the Strassgraebchen-Bernsdorf fuel depot were buried. A total of 50 pumps was counted, and 450 fuel drums each with a capacity of about 400 liters were observed.

8. On 13 June, fuel drums were being unloaded from a train. About 200 x 400 liter drums were seen stored in the area of the installation. The watch towers were unoccupied. [redacted]

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9. On 26 June, [redacted] eight new fuel containers measuring 3 x 8 meters and 2,000 oil drums with a capacity of 400 to 500 liters each. Russian engineer troops were completing the depot at an accelerated rate. The installation was guarded by Russian soldiers.

10. Rail fuel shipments identified [redacted] as being dispatched from the local fuel dump, [redacted] during the period from 7 through 20 June 1952 increased:

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Date in June	Number of Railroad Tank Cars	Amount of Fuel (in tons)	Dispatched to
7	1	14	Chemnitz
10	4	58.2	Krusseebadorf
11	3	32.5	"
12	1	10.2	"
17	2	40.4	"

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Date in June	Number of Railroad Tank Cars	Amount of Fuel (in tons)	Dispatched to
19	1	13.3	Kummersdorf
7	2	39.6	Koenigsbrueck
10	2	20.4	"
17	2	30	"
7	4	59	Riesa-Harbor
17	5	79.6	"
7	8	99.6	Schwepnitz
10	5	86.1	"
	1	13.2	"
	3	40.3	Cottbus
17	2	29.4	"
24	1	13.4	"
7	2	30.3	Radabaul
10	3	39.1	Haldensleben
17	2	30.4	"
10	2	50.8	Jueterbog
19	2	31.3	"
10	3	48.5	Werder near Jueterbog
17	2	40.5	"
18	3	33.1	Muestenbrand
20	1	11.3	"

(6)

Falkensee Fuel Depot.

11. Fuel shipments observed arriving at the Falkensee fuel depot on some days between 16 June and 18 July included:

16 June, 4 railroad tank cars, consigned to [redacted] Nauen;

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15 July, 3 railroad tank cars;

17 July, 3 railroad tank cars [redacted]

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18 July, 1 railroad tank car. (7)

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Rail Fuel Shipments.

12. Rail fuel shipments dispatched from the Leuna hydrogenation plant during the period from 5 through 22 April included:

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Date in April	Number of Railroad Tank Cars	Dispatched to		
5	30	Magdeburg-Harbor		
21	19	"		
5	18	Huenchenbernsdorf		
19	21	"		
10	30	Strassgraebchen-Bernsdorf		
13	27	"		
12	20	Strelitz-Alt		
17	19	"		
5	19	Velten		
18	19	"		
22	19	"		

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13. Rail shipments of solvents identified as being dispatched by the Ruhland Synthetical Plant, [redacted] from the Ruhland railroad station during the period from 29 May through 30 June included:

Date	Number of Railroad Tank Cars	Amount of Fuel (in tons)	Dispatched to	
7 June	22	302.3	Riesa-Harbor	
9 June	23	331.1	"	
17 June	44	639.7	"	
23 June	43	598.2	"	
31 May	35	463	Velten	
11 June	43	615.2	"	
30 June	30	467.1	ken	

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14. Rail fuel shipments dispatched from the Spreewald railroad station in Cottbus during the period from 12 through 27 June 1952 included:

Date in June	Number of Railroad Tank Cars	Amount of Fuel (in tons)	Dispatched to	
12	2	27.4	Spreenberg	
27	1	14.3	Weisswasser	
17	3	43	Velten	
20	4	60.5	"	
21	4	52.4	"	

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15. Rail fuel shipments dispatched [redacted] from the Kumnarsdorf railroad station during the period from 8 through 21 June 1952 included:

Date in June	Number of Railroad Tank Cars respectively Boxcars	Amount of Fuel (in tons)	Dispatched to	
8	1	15.5	Cottbus	
10	1	13.7	"	
21	1	15	"	
26	2	28	"	
21	1 boxcar	15	Haldensleben	
8	1	16.3	Rosslau	
27	1	13	"	
8	1	18.9	Jueterbog	
10	1	14	Warden near Jueterbog	
26	1	12	Wittenberg	
21	3 boxcars	45	"	

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If it is assumed that the depot receives fuel only from the Schwarzheide hydrogenation plant, and presupposing that the incoming fuel shipments equaled the current fuel consumption and that this fuel was exclusively allotted to the 75 IL-28s available with the bomber units of the Twenty-Fourth Air Army, it can be concluded that each of these planes could have consumed about 25 tons of fuel in June. The return of fuel to the air force depot in Velten appears credible. In late July, the bomber regiment from Koethen moved to Justerbog-Altes Lager. The fuel concerned was either surplus or a reserve, which had to be returned prior to the transfer of the regiment to Justerbog.

- (2) Aken is a fuel depot of the Twenty-Fourth Air Army. The stated capacity of 13,000 cubic meters is believed to be the maximum. Previously, it was believed that the installation had a storage capacity of 7,000 to 11,500 cubic meters.

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- (3) Information on the enlargement of this depot was transmitted previously. For last report, [redacted] The superior headquarters of this installation has not been determined.
- (4) In previous reports, it was suggested that this depot was an installation of the GOFG, and issues fuel only in exceptional cases. [redacted] This assumption is supported by the information contained in paragraph 4 of the present report.
- (5) A fuel storage capacity of 364 cubic meters as stated for this depot of the First Gds Mecz Army, [redacted] is believed to be too low. According to available information, the depot has a capacity of about 1,000 cubic meters.
- (6) Confirms the fuel depot of the GOFG, [redacted] The eight fuel containers, which reportedly arrived at the installation, support a previous assumption that the storage capacity of this depot is to be increased. [redacted] Previously, this storage capacity was estimated at 5,000 cubic meters. In June 1952, a total of 67 railroad tank carloads of fuel was dispatched from the installation. Pertinent figures for the preceding months are not available. Consignees of fuel shipments from the depot have included the fuel depots of the Third Gds Mecz Army, [redacted] the First Gds Mecz Army, [redacted] and the Hqs of the 9th Mecz Div and the 11th Gds Tank Div.

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- (7) These data confirm the fuel depot of the 1st Mecz Div. Consignees of fuel shipments from the depot were exclusively units of the Second Gds Mecz Army.
- (8) The fuel shipments dispatched from the Grosskorbetha railroad station were for the GOFG, the Third Shock Army, the Eighth Army, and the air force.
- (9) All the fuel shipments dispatched from the Ruhland railroad station were dispatched to air force fuel depots.
- (10) The Kurnersdorf fuel depot belongs to the Third Gds Mecz Army. A total of 10 railroad tank carloads of fuel was dispatched from this depot in June. Consignees included the 9th Mecz Div and the 7th Gds Tank Div.

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